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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY

East Germany

DATE DISTR.

3 June 1955

SUBJECT

SDAG Wismut, Object 90, Gera

NO. OF PAGES

2

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

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DATE OF
INFO.SUPPLEMENT TO
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Sorge-Katzendorf Mine.

1. The removal of overburden and ore mining activities were greatly impeded by unfavorable weather conditions. Although the labor force remained the same, much less ore was extracted in December 1954 and during the first half of January 1955 than in the preceding months.

Ore Shipments at Truenschig.

2. Grade-II and particularly grade-III ores were shipped in three shifts. Most of the ore was loaded onto 15-ton flatcars (without sideracks); occasionally 20-ton flatcars were loaded with ore. All cars belonged to shuttle trains exclusively used by the Wismut A.G. Because of the small quantity of ore extracted, an average of not more than 35-40 cars were loaded per shift in early January 1955, in early February the average was 45 cars. The ore trains from Truenschig-Teichwolframsdorf to Crossen were placarded "shuttle train transports Teichwolframsdorf-Zwickau"; those to Dresden were placarded "shuttle train transports Dresden-Gittersee"; and those to Aue "Shuttle train transports Teichwolframsdorf-Aue".

Stolzenberg Mine.

3. Construction work at this mine made slow progress. Two excavators and 24 dump cars were employed, but the poor condition of the roads at the mine greatly hampered the removal of overburden.
4. At about 100 meters depth, two new mine levels were under construction in December 1954. One of them ran in the direction of Schmirechau, the other one in an opposite direction. Only one bus load of workmen were employed there.
5. At Gauern ore shipping point, ore was shipped in two shifts. By early February 1955, 15 to 18 x 15-ton cars were loaded per shift.

Lichtenberg Central Mine.

6. No changes were observed in the ore mining activities. Construction work for the sinking of the new shaft northeast of the central mine continued. Two new mines are to be put into operation in January. These two new mines are also located some 400 - 500 meters northeast of the central mine. The establishment of a connection to the Schmirechau central mine was planned.

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Schmirchau Central Mine.

7. No changes were observed in the ore mining activities. The new shaft is to be put into operation in January. This shaft was to be sunk in the vicinity of the Ronneburg-Reust highway at the edge of the forest located east of Schmirchau.

Paatzdorf Central Mine.

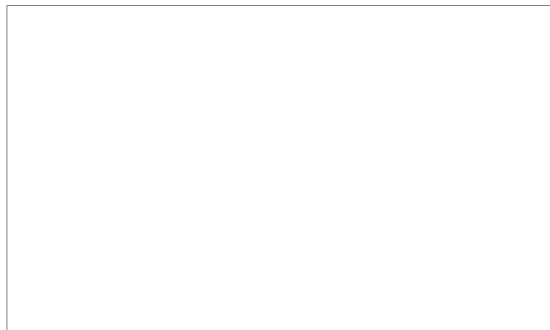
8. Loading activities were still under way.

Ore Shipping Activities at Ronneburg.

9. No changes were observed at ore shipping activities. By late December 1954, some 100 railroad cars were loaded per shift.



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